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[a28]



## REVIEWS.

*The Prime Minister's Secret.* By W. HOLZ-  
WARREN. London: T. Fisher Unwin.

It is, we take it, the aim of fiction, in every land and in every language, to approach as nearly as possible to the realities of life. In so far as this aim is achieved a novel is a success. Romance is allowed some latitude, however, and he would be a severe critic indeed who sought to deprive it of this privilege. But even then there is a limit, and if that limit is overstepped the romance becomes an extravaganza and comes no longer within that branch of English literature known as "fiction" in its highest sense. Art in fiction is permitted to gild the common-place, present human nature under abnormal conditions. But the novelist must ever work within the range of human probability, and we fear that Mr. Holz-White in *"The Prime Minister's Secret,"* as in *"The Man who stole the Earth,"* has gone outside all limits set by the conventions of art. His latest effort is a forgery of improbabilities. Nowhere does it approximate human nature. Nowhere does it approach the verge of probability. It is one wild welter of senseless episodes, told in ungrammatical English—a crudely conceived plot told in a form that is positively offensive to anyone possessed of the slightest knowledge of English literature. It is regrettable that such a crude effort should be included in Unwin's Colonial Library, for it is almost an insult to the intelligence of Colonial readers.

*The Education of Uncle Paul.* By ALGERNON BLACKWOOD. London: Macmillan & Co., Limited.

Satiated by the modern novel with its so-called "sex problem," the recurring intrigues of two men and a woman or two women and a man, tired of the novel of more incident and its avoidance of the development of character, one turns to this beautiful story with a sense of pleasurable anticipation and lays it down with a sense of satisfaction and gratification. Story it is not in the ordinary acceptance of the word. Mr. Blackwood preaches a philosophy through the development of Uncle Paul, who lives in a realm of phantasy and childlike purity, and conducts his readers, in the most natural way, into a wonderful world of imagination and poetry where one would wish to dwell forever.

Uncle Paul has led a solitary life in the forests of Canada. He returns to England vaguely to retire from active life at the age of 45 years, yet not satisfied that his soul has attained its own ambitions. He is received by his recently-widowed sister, and at once adopted by her children, introduced to their pets, and initiated as Recording Secretary into their Secret Society, whose marvellous "ventures" it is his chief duty to record. Nixie, his elder niece, is a dawningly imaginative child and the principal factor in Paul's education. She it is that enables him to find expression for the great thoughts and poetic imaginings that well up in his inner being. She it is that prepares him for the share he is to take in the care of the neglected and unhappy Lost Children of the World; and when she dies, it is her spirit that remains his inspiration. It has been objected by one critic that Nixie is the one unreal character in the book; that she is too good, too wise, too pathetic, and that she dies too soon. With this we cannot agree, Nixie is there because she is what she is. Her death is as necessary, from an artistic standpoint, as is the death of Little Nell. Uncle Paul's quest is for Reality and God. It may seem to some that he attains both after a curiously fantastic sojourn in the realms of unreality. But when one lays aside the book, one feels that not too heavy a tax has been laid upon the powers of credulity—that is, assuming, as the author and his present critic is prepared to assume, that the reader is possessed of any degree of poetic temperament and gifted with some measure of imagination.

Mr. Blackwood's latest book may be recommended without reserve, for it is our experience that whatever may be the ruling passion of men and women they still retain a love for the pure and unselfish, for Nature and simplicity.

## UNITED STATES AND BRITISH POLICY.

It is evident from despatches received here (Washington) that an attempt has been made to create the impression in England that there is a wave of anti-British feeling sweeping over the United States because of resentment felt against British diplomacy in the Far East.

This is pure sensationalism. Not the most rabid Anglophobe could discover an anti-British wave or even a ripple; for the fact is that the present time, Far Eastern politics are a cult of the specialists and the ordinary man does not understand them, and is unable to see what bearing they have on his own immediate concerns. The sensational papers publish at periodic intervals Japanese "confidential" plans of invasion, but they attract no attention from serious-thinking persons.

The *New York Sun* thinks that there has been too much excitement over the "Open Door" in Manchuria. The volume of trade, it says, is measured by a few million dollars, and under any conditions a large part of it will go to China and Japan. The *Sun* thinks that there is more profitable trade for Americans in Canada and South America than in the Far East.

The *Washington Star* does not agree with the view expressed in an article published in the *Morning Post* that Great Britain is being used by Japan. Things are going well enough, the *Star* says, both between Great Britain and the United States and Japan, and the United States, and it will take more than "injunctive and unauthorised 'big Navy' talk seriously to disturb them."

The *New York Times*, in a long leading article, repeats its charges of Japanese discrimination against American commerce in Manchuria, and closes by saying that "our chief desire is to know whether in their international dealings the Great Powers who now have the substantial control in Manchuria intend to keep faith with us and the other nations."

## THE RAILWAY STRUGGLE IN CHINA.

Some surprise may be caused in this country by Mr. Schmitt's attack on British policy among those who have not followed the obscure struggle over the Manchurian and Mongolian railways. The train which fired the charge in Washington has, however, been laid a long while, and the whole question possesses great future importance. Coming events cast their shadows before in the same sense that the low-lying sun makes a small object cast a gigantic shadow. The recent controversy over new railway construction between the four Powers of the Far East may seem a tiny matter, but viewed in proper perspective it stretches far along the track of our future Eastern policy. Nor can it be said that the Foreign Office is showing much zeal, prevision, or judgment.

The position of Japan in Southern Manchuria is regulated by separate Agreements with England and Russia, which may be summed up by the statement that she pledges herself not to do anything to break up "the integrity and independence of the Chinese Empire," and not to claim any general measures common to all countries which China may take for the development of the commerce and industry of Manchuria. There is a general view that these engagements have been to some extent shirked, but at least the British and Russian Governments have treated Japan with the greatest forbearance and stretched the terms of the agreement to the fullest extent. How has the courtesy extended to Japan at the expense of foreign traders been repaid? The Chinese have been showing a most laudable desire to open up their native resources by railway extension. In pursuance of this idea an arrangement was entered into with British contractors to extend the North China Railway from Hsin-Min-tun to Faku-men. The Japanese objected on the ground that a private agreement with China was made in 1905, without the concurrence of any other Power, that no railway should be built near to and parallel to the South Manchurian Railway. The object of this agreement was clearly to prevent a real loss of profit to the original line by building another which would tap the same country. So far it was a perfectly natural one. It was, however, clear beyond contradiction that a line separated from Mukden by 40 miles and by the unbridged Liao River from Mukden, would merely open up new ground and not impinge on the profits of the South Manchurian Railway.

JAPANESE ACTION CRITICISED.

In opposing this development Japan showed, possibly from political considerations and the changing frame of mind which violated the whole spirit and letter of her Manchurian agreements. The British Government, moreover, had been no party to the "private clause." It was pledged to maintain equal commercial opportunities in Manchuria, but to encourage Japan's political aspirations of predominance at the expense of British trade. The railway materials would have come from England and given employment to British workers. In spite of all this the Foreign Office exhibited such complaisance towards Japan as to intervene against its own people and against the wishes of the Chinese Government. In this case the incredible is unfortunately true. This strange action had the further result of irritating the Chinese by inflicting on them an unpleasant diplomatic rebuff, and instilling into their minds the deadly belief (which bore fruit later) that the British Government could always be trusted not to support its own subjects. They became, therefore, more willing to turn to other actions and stronger Governments in their attempt to develop their country in face of Japanese opposition.

There is, be it observed, nothing in the Agreements about Mongolia, which, being an ordinary province of the Chinese Empire, is in its southern parts entirely under Chinese control. It is a vast district rich in potential resources both of an agricultural and industrial character, and its development would be a source of great profit both to China and the world.

Having failed then to overcome Japanese resistance in Manchuria, the Chinese Government naturally turned to Mongolia. A railway to be constructed on the engineering side by Messrs. Pauling & Co., of London, and financed by British capital, was to be built from Chinchow, on the Gulf of Pechili, 150 miles from Mukden. This line was to run up for, roughly, 300 miles to Tsouanfan, in the interior of Mongolia. Thence it was to be carried on, first to Tsaitshai, to join the Eastern Chinese Railway, a distance of another 300 miles, and so on for another 150 to Aigun, the Chinese town on the other bank of the Amur to Blagoveshensk. Three points may be noted about this proposal:

(1) There was nothing in the way of a monopoly or concession about it—it was an ordinary engineering contract;  
(2) The line never approached nearer than 150 miles of the South Manchurian Railway and could not have damaged it in any way;  
(3) The money and materials would have come from English Government have not only blocked the scheme in every way, but have actually had the backing of the Foreign Office in doing so. In this case, however, the Chinese Government, warned by past experience of our weakness, had provided themselves with another potential partner, and at once turned to the American Government and gave the finance of the scheme to American houses. The United States at once used her influence to secure the ratification of the scheme. Our Foreign Office thus found itself ranged against America in Japanese affairs.

The Japanese, while avoiding a direct veto, have now endeavoured to block the scheme by demanding terms of participation, which they well know China cannot grant. The fatal clauses in these demands are (1) the nomination of Japanese engineers; (2) the construction of a link 150 miles long connecting the new line with the South Manchurian Railway. Apart from the loss to England and America involved in the other Japanese claims, China dare not produce a new Korean question by introducing Japanese workmen and camp followers into Mongolia to settle all along the line. The result, then, of the dog-in-the-manger attitude of Tokyo is that China is not to be allowed to develop its own provinces except on impossible conditions. It had not at first occurred to Russia to delay any objection to the original Imperial Edict authorising the construction of the line, but the delay and diplomatic irritation caused in doing so at last to intervene and demand participation for her own subjects. Russia suddenly discovered that the new line menaced her interests both in a commercial and military sense. The projected railway would, she said, divert through freights at Tsaitshai from Vladivostok and Dalny and bring them to Chinchow; also it would be necessary to fortify Blagoveshensk lest the Chinese Government should train troops to Aigun. There may be something in this second contention, though the contingency is a very remote one. The commercial objection is an absurd one. There is practically no through freight to be diverted, and the new line ought to help local traffic on the Eastern Chinese Railway.

## ENGLAND AND THE "OPEN DOOR."

At any rate, there is now a complete block on the diplomatic line, and the whole scheme is in imminent risk of falling through. England and Japan, and, to a lesser degree, Russia, are opposed to China and the United States. And on what point? Whether China shall be allowed to develop her own province of Mongolia in her own way. England is in fact encouraging Japan to disregard her solemn engagements and to trample on the principle of the Open Door and "equal commercial opportunities." It is surprising that there should be thunder and lightning at Washington, and that Mr. Secretary Knox and Mr. Schmitt, the great banker, are on the warpath against British policy, and are accusing her of intriguing with Japan against the United States! In plain words, we are picking the chestnuts out of the fire for Japan, encouraging her to ask for more than her share, and making both ourselves and our ally deservedly unpopular with all our neighbours. The whole proceeding is suicidal and unnecessary.

If Sir Edward Grey had gone to Japan and pointed out to her that while the Powers were willing to give her the fullest scope in South Manchuria she herself must play the game too, and cease from a policy of grab in Mongolia, backed by threats to China, this recommendation would almost certainly have been availed. Japan could not risk having all three Powers against her. We are the sponsors of Japan in international affairs, and have a right to give her advice for her own good and to withdraw our support if that advice is rejected. In the present matter, point in the case, Mr. Secretary Aigun Railway, our advice should certainly have been to allow Japan a moderate participation, but to ask her to withdraw claims China could never accept. Japan would then either have agreed, or failing that, we should have "backed" China and the railway would have gone through in Japan's despite. As it is, we are acting to the detriment of China, British commerce, and the United States, and in the teeth of our own solemn agreements. Further, we are helping our ally to quarrel with America, which country, as Mr. Schmitt pointed out yesterday, can make things very unpleasant for Tokyo in financial concerns.

On the broader issues of policy it will be a bad day for the Empire if the Anglo-Japanese Alliance leads her into any real dependence on Japan. The withdrawal or weakening of our China Squadron has not improved our prestige in Asia at a time when prestige is worth much. Nor has it strengthened our connection with Australia. If a quarrel with the United States is to be avoided, these must exist the situation will become serious. The inter-relationship of diplomatic influence and naval power is a truism, and the moment that the Japanese Navy becomes the real guarantee of the security of the British Dominions in the East our influence will fall into the hands of the stronger Power and our possessions will soon follow it. No Empire can afford to begin "hiring the barbarians"; nor can the semblance of power be maintained without the reality. An Alliance of equal terms is the thing; if a quarrel with the United States is to be avoided, these must exist the situation will become serious. 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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 53. Telephone No. 12.

Telegraphic Address: PARES CODES; A.B.C. 6th Ed-Liebert's.

## NEW ADVERTISEMENTS

## NOTICE.

THE MOTHER SUPERIOR requests the presence of the presence of Friends and Others interested in the Institution at an Entertainment by Past and Present Pupils to be held at the Convent, Caine Road, on TUESDAY, the 12th April, 1910, at 4.30 p.m., in Celebration of the 50th Anniversary of the Foundation of the Conventual Sisters of Charity.

His Excellency SIR FREDERICK LUGARD, K.C.M.G., C.B., D.S.O., has kindly consented to preside.

Hongkong, 7th April, 1910. [507]

## CANTON DISTRICT.

## LOCAL NOTICE TO MARINERS.

MARK BUOY FOR SOUTHERN EXTREMITY OF STRAITS PASSAGE, IRON BARBIER.

NOTICE IS HEREBY GIVEN that a BLACK BUOY exhibiting a GREEN LIGHT from Sunset to Sunrise has been placed at the Southern extremity of the Straits Passage, Iron Barrier, over the spot where the former Light-pole was situated.

FRANK HARRIS, Acting Deputy Coast Inspector and Harbour Master.

IMPERIAL MARITIME CUSTOMS, Harbour Master's Office, Canton, 4th April, 1910.

Approved: J. F. OISEN, Commissioner of Customs. [506]

## PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, TO-DAY (THURSDAY), the 7th April, 1910, at 11 a.m., at his SALES Rooms, No. 8, Des Vaux Road, corner of Lee House Street,

A WELL SELECTED ASSORTMENT OF JEWELLERY, comprising—

Ladies' and Gent's WATCHES, RINGS, BROOCHES, BRACELETS, BANGLES, STUDS AND LINKS, REPEATER WATCHES, LONG GUARDS, WATCH BOWS, &c., &c.,

AND Sundry Lots of IRISH LINENS. Particulars from Catalogue. On View on TUESDAY.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 7th April, 1910. [508]

## AUCTIONS

## BY ORDER OF THE MORTGAGEE.

## PUBLIC AUCTION.

MR. GEO. P. LAMBERT has instructions to Sell by PUBLIC AUCTION, On THURSDAY, the 14th day of APRIL, 1910, at 12 o'clock Noon, at his Auction Room in Duddell Street, THE VERY VALUABLE LEASEHOLD PROPERTIES,

Comprising 40 HOUSES, Nos. 1 to 19 (inclusive) PRAYA KENNEDY TOWN, Nos. 1 to 39 (odd numbers only) BRANCHES ST. and No. 1 ... COLLINSON STREET, Victoria, Hongkong.

To be Sold in TEN LOTS.

The Properties consist of—

All that piece of parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as MARINE LOT No. 260, having an area of 11,958 square feet at an Annual Crown Rent of \$192.

All that piece of parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as MARINE LOT No. 261, having an area of 11,975 square feet at an Annual Crown Rent of \$192.

All that piece of parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as MARINE LOT No. 262, having an area of 13,225 square feet at an Annual Crown Rent of \$212.

Particulars and Conditions of Sale may be obtained from the Vendors Solicitors, Messrs. DEACON, LOOKER & DEACON, 1, Des Vaux Road Central, Hongkong, and also from The Auctioneer.

Hongkong, 4th April, 1910. [491]

## BY ORDER OF THE MORTGAGEE.

## PUBLIC AUCTION.

MR. GEO. P. LAMBERT has instructions to Sell by PUBLIC AUCTION, On WEDNESDAY, the 20th day of APRIL, 1910, at 12 o'clock Noon, at his Auction Room in Duddell Street, THE VALUABLE LEASEHOLD PROPERTY IN ONE LOT known as No. 115, JERVON STREET, Victoria, Hongkong.

The Property consists of all that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Sub-Section No. 1 of SECTION A of MARINE LOT No. 34, and has an area of 760 square feet.

Proportion of Crown Rent payable \$13.40 per annum.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors, Messrs. DEACON, LOOKER & DEACON, No. 1, Des Vaux Road, Central, Victoria, Hongkong, and also from The Auctioneer.

Hongkong, 6th April, 1910. [502]

## PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1909, and of declaring Dividends, &c. The TRANSFER BOOKS of the Society will be CLOSED from the 3rd April to the 13th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary. Hongkong, 23rd March, 1910. [450]

CHINA TRADERS' INSURANCE CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FOURTH YEARLY ORDINARY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1909, and of declaring Dividends, &c. The TRANSFER BOOKS of the Company will be CLOSED from 3rd April to 13th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary. Hongkong, 23rd March, 1910. [451]

THE YANGTSE INSURANCE ASSOCIATION, LTD.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 25, The Bund, Shanghai, on THURSDAY, the 21st April, 1910, at 4 o'clock p.m., for the purpose of receiving the Report of the Directors and the Accounts to the 31st December, 1909, and the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 14th to the 21st day of April, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Secretary for Registration at least forty-eight hours before the Meeting.

By Order of the Board of Directors, W. S. JACKSON, Secretary. Shanghai, 29th March, 1910. [489]

THE YANGTSE INSURANCE ASSOCIATION, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 25, The Bund, Shanghai, on THURSDAY, the 21st April, 1910, at 4.15 p.m., or immediately after the Ordinary General Meeting called for 4 p.m. on that day, for the purpose of considering and, if thought fit, passing the following Resolution—

"That the Memorandum and Articles of Association of the Association be respectively amended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such amended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Association."

Should the above Resolution be duly passed, it will be subsequently submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting which will be held at the said Head Office, at 4 p.m., on TUESDAY, 10th May, 1910.

Prints of the proposed extensions, alterations and amendment to the Memorandum and Articles of Association have been circulated to Shareholders.

By Order of the Board of Directors, W. S. JACKSON, Secretary. Shanghai, 29th March, 1910. [490]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Certificate No. N. S. 2494 dated Hongkong 1st April, 1896, for Ten Shares, numbered 59365, 59374 inclusive, and Certificate No. N. S. 2323 dated Hongkong 14th October, 1898, for Forty Shares numbered 14th October, 1898, to 56593, 57302 to 57305, 57306 to 57309, 57310 to 57313, 57314 to 57317, 57318 to 57321, 57322 to 57325, 57326 to 57329, 57330 to 57333, 57334 to 57337, 57338 to 57341, 57342 to 57345, 57346 to 57349, all registered in the name of MATIAS SARRZ DE VIZMANOS Y LECAROS, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 30th April, 1910, new Certificates for the Shares will be issued and the aforesaid Certificates Nos. N. S. 2494 and N. S. 2323 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 1st April, 1910. [479]

IN THE MATTER OF THE CHINA LIGHT & POWER COMPANY, LIMITED,

and Reduced, AND IN THE MATTER OF THE COMPANIES' ORDINANCE No. 1 of 1865.

THE Petition for an Order confirming the Special Resolution herein reducing the Capital of the above-named Company to \$300,000 having been heard before the Supreme Court of Hongkong and the Special Resolution having been duly confirmed by the said Court NOTICE IS HEREBY GIVEN that the Sum of \$5 as Capital will be returned and paid on 8th April, 1910, to all Shareholders (standing on the register) of Shares of the value of \$10 each and \$5 bonus to all Shareholders (standing on the register) of Shares of the value of \$1 each on the 8th day of April, 1910. The Register will be Closed on the 7th day of April, 1910, and the 8th day of April, 1910. All Shareholders must produce their Scrip for endorsement upon the making application for payment as above.

Dated this 4th day of April, 1910. SHEWAN TOMES & Co., General Managers. [495]

## INTIMATIONS

## BOXING! BOXING!!

## CITY HALL,

## ON SATURDAY, THE 9TH APRIL,

## AT 9 P.M.

## Main Event:

## SEAMAN WILLIS v. SEAMAN STEER.

## 4 Preliminaries.

## Late Car. Late Ferry.

## Booking and Plans at ROBINSON PIANO Co.

## Hongkong, 5th April, 1910. [493]

## HONGKONG JOCKEY CLUB.

## NOTICE.

## THE HALF-YEARLY MEETING of the

## above Club will be held on SATURDAY,

## the 16th April, 1910, at 12.30 p.m., at the

## Offices of the Jockey Club on the Ground

## Floor of the Hongkong Club Annex, Chater

## Road.

## By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 2nd April, 1910. [486]

## NOTICE.

## Partnership heretofore subsisting

## between the undersigned carrying on business

## as SHARE AND GENERAL BROKERS at

## No. 5, Queen's Road, Central, Victoria, under

## the Style or Firm of "VERNON &amp; SMYTH" has

## been dissolved and the Interest and

## Responsibility of the undersigned JOHN

## YANLEY VERNON VERNON in the said Firm

## has ceased as from the 31st March, 1910.

## All debts due to and owing by the late Firm

## of VERNON &amp; SMYTH will be received and paid

## respectively by the undersigned FRANK SMYTH,

## who will continue to carry on the said business

## under the Style or Firm of "VERNON &amp; SMYTH."

## Dated the 1st day of April, 1910.

## J. V. VERNON.

## F. SMYTH.

## NOTICE TO MARINERS,

## No. 484.

## CHINA SEA.

## ALTERATION IN CHARACTER OF FOG GUN

## SIGNALS.

## NOTICE IS HEREBY GIVEN that

## from the Undersigned Dates the

## Character of the Responding Fog Gun Signals

## from Light Stations will be altered as described

## in the following Instructions to Lightkeepers:

## "The keeper on hearing a bell, fog horn,

## steam whistle or siren, or any other sound,

## indicating the proximity of a vessel, will

## immediately fire ONE gun, and after a

## space of FIVE minutes will fire TWO guns

## with the station's distinguishing interval

## between them; and this distinguishing

## signal of two guns will be repeated every

## five minutes, if the vessel's fog-signal—

## showing that she is under way—continues

## to be heard."

## The distinguishing intervals of the several

## light stations and the dates from which the

## change will be effected are—

## FROM THE 15TH APRIL, 1910.

## Steep Island ... 2 Minutes.

## West Volcano ... 1 Minute.

## Boaham Island ... 10 Seconds.

## South West Horn ... 30 Seconds.

## Gutalad ... 2 Minutes.

## North Saddle ... 30 Seconds.

## Shawesland ... 1 Minute.

## North East Shanting ... 1 Minute.

## Framontary (in the event of the fog-siren being disabled).

## Kingtung ... 2 Minutes.

## Howki ... 1 Minute.

## FROM THE 1ST JULY, 1910.

## Breaker Point ... 1 Minute.

## Cape of Good Hope ... 10 Seconds.

## Lamoeks ... 2 Minutes.

## Chapel Island ... 2 Minutes.

## Taigson ... 2 Minutes.

## Dodd Island ... 10 Seconds.

## Oquirum ... 2 Minutes.

## Turnabout ... 1 Minute.

## Middle Dog ... 10 Seconds.

## Tung Yung ... 2 Minutes.

## It should be noted that the first signal made

## by all stations will be ONE gun; that FIVE

## minutes later a signal of TWO guns will be

## made, the interval between which will enable

## the mariner to determine from which of the

## group of light stations in his neighbourhood the

## signal has been made.

## The establishment of First Order Fog Siren

## Stations at Steep Island and Turnabout will be

## commenced during the year.

## By Order of the Inspector General of Customs,

## W. F. FERD. TYLER, Coast Inspector. [501]

## IMPERIAL MARITIME CUSTOMS,

## Coast Inspector's Office, Shanghai, 31st March, 1910.

## TO LET.

## TO LET.

## N. 4, BARROW TERRACE, Kowloon.

## Apply to—SPANISH DOMINICAN

## PROSECUTION.

## Hongkong, 10th March, 1910. [383]

## TO LET—MODERATE RENTS.

## SEMI-EUROPEAN FLATS, Praya East,

## corner of Observation Place. The Trans-

## port at the door.

## Apply to—THE HONGKONG LAND INVEST-

## MENT &amp; AGENCY CO., LTD.

## Hongkong, 1st April, 1910. [355]

## TO LET.

## N. 1, OBSERVATORY VILLAS,

## Kowloon. From 1st April next. Fur-

## nished or Unfurnished.

## Apply to—ABRATON V. APOAR &amp; Co.,

## 14, Des Vaux Road, Central,

## Hongkong, 3rd March, 1910. [363]

## TO LET

## TO LET—FURNISHED.

"TIAN TAILON," 126A, BARNER ROAD, Rent \$225 per Month. Seen by appointment only.

Apply to—GODDARD & DOUGLAS, Hongkong, 9th December, 1909. [100]

## TO LET.

## HOUSE in Wong Nei Chong Road.

## A HOUSE in Clifton Gardens, also Offices

## 16, Des Vaux Road Central.

## "DAFTMOOR," No. 13, CONDUIT ROAD.

## A HOUSE in RYTON TERRACE.

## OFFICES TO LET, No. 2, Connaught Road,

## 3rd Floor.

## No. 9, MACDONNELL ROAD.

## No. 10, DES VEAUX ROAD CENTRAL,

## 1st floor.

## OFFICES in YORK BUILDING.

## GODOWNS in PRAYA EAST, BLUE

## BUILDINGS.

## Apply to—THE HONGKONG LAND INVEST-

## MENT &amp; AGENCY CO., LTD.

## Hongkong, 4th April, 1910. [87]

## TO LET.

## OFFICES, Hotel Mansions.

## Apply to—HENRY HUMPHREYS,

## Alexandra Buildings,

## Hongkong, 2nd February, 1910. [151]

## TO LET.

## N. 3, CANTON VILLAS, Kowloon.

## Apply to—THE HONGKONG LAND INVEST-

## MENT &amp; AGENCY CO., LTD.

## Hongkong, 1st April, 1910. [325]

## TO LET—FURNISHED.

## "THE GROVE," MACDONNELL ROAD,

## Hongkong, 3-Roomed House, fitted

## with Electric Light, detached Servants'

## Quarters and Tennis Court, from 1st May, 1910

## Apply to—PERCY SMITH &amp; SETH,

## Hongkong, 11th January, 1910. [159]

## TO LET.

## FIRST FLOOR of No. 4, Des Vaux Road,

## recently erected by Institution of

## Engineers and Shipbuilders.

## In No. 5, QUEEN'S ROAD CENTRAL,

## Victoria Building, Rooms suitable for Offices.

## One GODOWN in MASON'S LANE.

## Apply to—DAVID SASSOON &amp; Co., Ltd.

## Hongkong, 8th March, 1910. [95]

## TO LET.

## GODOWN, No. 4, Praya, Kennedy Town.

## Apply to—THE HONGKONG LAND INVEST-

## MENT &amp; AGENCY CO., LTD.

## Hongkong, 1st April, 1910. [90]

## TO LET.

## OFFICES in Des Vaux Road, Central

## Apply to—Messrs. PERCY SMITH &amp; SETH,

## 5, Queen's Road,

## Hongkong, 22nd March, 1910. [440]

## TO LET.

## KING'S BUILDINGS.

## OFFICES facing the Harbour from about

## October at present in occupation of

## Messrs. JARDINE, MATTHEWSON &amp; Co., Ltd.

# NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS  
UNVARIED FOR THE SAME 70 YEARS IN 1740

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS. [46]

## SINGON & Co.

IRON, Steel, Metal and Hardware Merchants.  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Coke Importers. General  
Storekeepers and Shipchandlers. Nos. 35 & 37,  
Ming Loong Street, (2nd St., west of Central  
Market). Telephone No. 515. [496]

## PABST EXTRACT.

THE best TONIC for keeping in perfect  
health in the Tropics.  
It is a Liquid Food in digested form  
containing all the brooding, soothing and tonic  
effects of the choicest hops. Nearly Non-  
alcoholic. Highly recommended by the local  
medical profession in cases of DEBILITY  
after MALARIA, from OVERWORK or  
other causes, ANEMIA, NERVOUSNESS  
or DYSPEPSIA. Samples on Application.  
SIEMSEN & Co.,  
Agents.  
Hongkong, 14th December, 1909. [1519]

**DAVID CORSAIR & SON'S**  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
PAULING  
ARNHOLD, KARBURG & CO  
Sole Agents.  
1535

## NEW CARTRIDGES.

BY popular English Manufacturers. In  
all Bores and Sizes.

SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to .333, at \$5, 57 and  
\$7.50 per 100, SPORTING REQUISITES  
and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co  
Hongkong 26th October, 1906. [1314]

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
SIEMSEN & Co. [38]  
Hongkong, 6th March, 1907.

## BEWARE OF IMPURE WATER.

"PRANA" Sparklet Syphons  
enable you to produce the purest,  
freshest Soda Water obtainable.

## SAFER AND CHEAPER

SOLE BY ALL STORES.

SYPHONS... at \$2.00 each.

BULBS... at 60¢ per box.

## WHOLESALE BUYERS:

Can obtain at London price from  
**KWONG SANG HONG, LTD.,**  
WHOLESALE AGENTS.  
246 and 248, Des Voeux Road, Central,  
Hongkong. [4817]

FOR  
**NERVOUS EXHAUSTION**

LOSS  
OF  
MEMORY  
and  
DEBILITY

to  
feed the  
NERVES

**CHAPOTEAUT'S**  
PROPHO-CLYCHERATE OF LIME  
It increases vital energy and nerve  
force, cures Neurasthenia, Dyspepsia,  
Insomnia, and nervous diseases in adults  
and children.  
IN CAPSULES, IN WINE, AND IN SYRUP

## ELECTIVE PEERS.

LORD ROSEBURY'S PLAN TO REFORM THE  
LORDS.

The leading members of the House of Com-  
mons, many of the Diplomatic Corps, the Princes  
and Princesses of Wales, nearly all the members  
of the Government, an unusual throng of ladies,  
an almost record attendance of peers, and a  
crowd of heirs to peerages filled the House of  
Lords on the night of March 14th to hear  
Lord Rosebury open the historic debate on  
the reform of the House of Lords.

The following are the more important  
passages of Lord Rosebury's speech:—

We have been conscious, I think, in the  
first place, that we are too numerous a body  
for effective work; secondly, that we re-  
present too much one interest—though that is  
a point of view which has been somewhat  
exaggerated—and, thirdly, the principle of  
heredity, which is now the basis of our con-  
stitution has met with increasing criticism  
and objection in the great body of the  
nation.

I remember Mr. Gladstone telling me that  
when he passed through Dundee at the time  
of the Reform Bill of 1832, he saw a placard  
which made his blood run cold. It said, "To  
Hell with the bloody tyrants." That means  
that you and your predecessors were the bloody  
tyrants. Very much the same sort of lan-  
guage is used now.

I sometimes wish the people who use that  
language could be brought by excursion train  
to Westminster to inspect this House on an  
ordinary working day, for anything less like a  
committee of bloody tyrants than the somewhat  
aphetic, and sometimes somnolent, but always  
respectable, body of men on these red benches I  
cannot for the life of me conceive.

When you have got rid of the House of  
Lords there will very soon be a violent  
reaction, and a loud and almost universal  
demand from the country for the establish-  
ment of a stronger second Chamber.

The whole country and its interests would  
be at the mercy of any chance majority or  
sudden impulse, and any exhibition of momen-  
tary wrath such as that which swept the country  
in 1906.

Then we are told it is the voice of the people.

## SMALL VOICES.

In the city of Kilkenny 742 votes represent  
the voice of the people, and in South Essex the  
same voice is represented by 55,000, yet I am  
certain the voice of Kilkenny is quite as loud as  
that coming from any other constituency.

The voice of the people, like the voice of in-  
dividuals, requires some interval for reflection:  
and the second Chamber, if it is kept in a state  
of efficiency, does secure that the voice of the  
people shall be deliberate.

If the course the Government intends to  
pursue is not deliberately digging the grave  
of the Empire I cannot conceive anything.  
What a spectacle! The Mother of Parliaments  
digging up her own Constitution by the roots  
and planting what remains at some future  
time in some barren and unfruitful soil to wither  
alone.

Our course is clear. We represent a most  
ancient Chamber, and are bound to submit our  
plan to the country to avoid this overwhelming  
evil.

I would suggest to this House that we  
proceed by resolution and not by Bill. The  
resolutions embody principles on which the  
reform of this House should proceed.

I think we must all admit that the heredi-  
tary right has outlived its usefulness. It is  
the part of our Constitution which is the  
most objectionable to the country. It is the  
most easy to attack and the most difficult to  
defend. It has ceased to work well in  
practice. It is insufficient answer to point  
to the omniscience of our members. A House  
composed of Shakespeares, Bacons, Newtons,  
and Burkes would not remove the objection  
to the hereditary constitution of this House.  
Our critics would say, "How do we know  
their successors will inherit their genius?"

## TOO MANY PEERS.

It is objected that there are a great many  
more peers than are wanted, and we are annually  
enlarging the number to an extent which is  
dangerous.

The second principle I wish you to adopt,  
and which I regard as vital to any reform of  
this House, is the principle of election from  
outside.

The veto of the Sovereign is not likely to  
come into action in our time. Having got rid  
of one veto by disuse, you are seeking to get rid  
of the other veto by enactment, and leave the  
House of Commons free.

I think nothing but the elective principle can  
give new life and strength to this second  
Chamber.

Nothing else will give you that contact with  
national life and national opinion which is  
necessary for the strength of any Chamber  
exercising the functions with which we are  
endowed. The addition of life peers is not the  
kind to give you that strength.

Take Mr. Lloyd George and Mr. Winston  
Churchill, two popular men, make them life  
peers, put them in this House, and in a year or  
two they will have no more contact with the  
people than the rest of the House.

I believe this illustrious assembly would derive  
new strength, new grace, and new dignity from  
association with the county councils, formed  
into elective bodies, very much on the French  
basis.

With all my heart and soul, with all the  
earnestness I can use, I implore your lordships  
to adopt these two great principles.

"My lords, the Government must soon go to  
the country with its plan. Let us go to it with  
ours. For after all, the country is the supreme  
tribunal."

The alternative is clinging with enfeebled  
grasp to privileges which have become unpopular  
and powers which are verging on the obsolete.

You will, if I am not greatly mistaken, save  
the Constitution by maintaining the guarantees  
which that Constitution demands. You will  
save the future of your country, for nothing else  
than the future of your country is involved, and  
for yourselves you will earn imperishable honour  
and imperishable gratitude, not merely from the  
nation now, but from generations yet unborn,  
so long as the history of this country survives.

## LORD MORLEY.

Lord Morley, quiet, slow, difficult to hear  
replied for the Government.

He declared that Lord Rosebury's proposals  
did not really touch the fringe of the emergency.  
"I am a little surprised that the noble lord was  
not content to wait until the proposals of the  
Government were before the House," was one of  
his surprising statements. "An extraordinary  
transformation," he continued "has taken place  
in the drama since the rejection of the Budget  
last year. At that time we heard that the  
House was a model of impartiality, and that it  
had all the virtues that a legislative Chamber  
could possibly have. "I believe that the House  
first of all committed homicide by slaying the  
Budget and then proceeded to commit suicide by  
denouncing itself as entirely unfit to have done  
the very thing it had done."

Lord Onslow was one of the most authoritative  
of the speakers who followed, and even he,  
Chairman of Committees of the House of Lords  
and member of a family which had produced  
a distinguished Speaker of the House of Com-  
mons, was brief in his utterance.

Lord Northcote thought they might gain by  
considering Lord Rosebury's propositions, and  
certainly they had nothing to lose by it. He  
was against the principle of giving the Commons  
the power to force anything on the country  
within the limits of a single Parliament.

Lord Dunmore asked if the Government  
really meant to bring in any proposals for the  
reform of the House of Lords.

Lord Ribblesdale, a tall Radical peer, mildly  
amused the House after dinner. He is the  
most picturesque peer in the House of Lords,  
and might well have stepped straight out of a  
picture of an "ancestor." He generally glibly  
said, "to say anything about the Select  
Committee or about Oliver Cromwell. Oliver  
Cromwell slept for two nights in my house at  
home, and I am proud of that fact. But gaily  
as I started in early life as a reformer, I admit  
I have become a bit of a waverer now."

Lord Cawdor thought the House would do  
well to go into Committee on Lord Rosebury's  
resolutions. "I am in favour of reform," he  
said, "but I am not in favour of destruction.  
What I shall oppose is a sham second Chamber.  
The Government's idea is to pretend to have a  
second Chamber."

Lord Carrington, the one humorist of the  
somewhat sad Government bench (in the Lords)  
had few witty passages. He cheered the Re-  
formers, however. He told of his services in the  
poesage. "Some of them come down from the  
Williams of the Houses. Some are mem-  
bers of the Church of England. They are  
all Conservatives."

The debate was adjourned at a quarter-past  
eleven on the motion of the Archbishop of  
Canterbury.

## RUBBER.

### THE "BOOM" AND THE "RIG."

The point raised by a correspondent in the  
Pall Mall Gazette of the 10th inst. with regard  
to rubber prices, and the possibility of a rig, is  
one says a writer to the journal mentioned, that  
must appear very likely to anyone who has  
noticed how quietly the rubber consumers are  
taking, and have taken, the rise in prices, con-  
sidering that they have been in a position all  
along to get their supplies at a much lower  
rate than they are now obliged to pay, if they do  
pay, but everything points to a clear under-  
standing between some of the manufacturers,  
brokers, and companies, promoters, or at any  
rate, to the general interest in the rubber  
market. This may seem strong, but they have  
either to admit this or openly admit  
very poor business ability and foresight  
in not making provision against the fairly rapid  
rise in prices, at least by so interesting them-  
selves. They surely had a fair idea of the  
amount of rubber likely to be consumed in their  
trade, and also of the probable output, and taking  
September, 1908, when rubber was at 4s. 4d.  
per lb. (the Para), and the United States stamp  
over, from that month, which is practically the  
beginning of the 3rd rubber shipping or ex-  
porting season (to Europe and the United  
States), the price mounted steadily to 5s. 3d.  
per lb. in March—the end of the heavy ex-  
porting months. Then the buyers or con-  
sumers should have known where they were,  
and could have made provision, seeing that  
from March to June is the time when  
Amazon rubber growers secure their year's  
merchandise, etc. They had a fair warning,  
seeing that the price from March to June 30,  
1909, went straight to 6s. 4 1/2d. for fine Para.  
(This data begins the boom year in rubber 1909-  
1910). From July 1 to the second week in  
August, 1909, the price went to 8s. 4 1/2d., and  
by the beginning of the heavy export season,  
September, had reached 9s. per lb. After this  
it was to have been expected that prices would  
go down, but there was only a drop of about 2s.  
per lb. during the last quarter of 1909. And  
now, before the season leaves, the price has gone  
up to over 11s. per lb., and any firm requiring  
raw material will have the most unpleasant  
prospect before them that Brazil's April-May  
and June quarter will be much less than the  
January to March, and also that July to Sep-  
tember will be the smallest of all, so that it  
may be an easy matter to force rubber up to 13s.  
or 14s. per lb., if the present price of 10s. is  
genuine.

## BRASILIAN OUTPUT.

In an article last September I stated that  
Brazil would not be able to increase output  
much, with rubber being sold at 6s. 4 1/2d. per lb.; in fact,  
she does not appear to have done so with 7s. to  
8s., but I prefer to see the April shipments  
before saying anything on that head. With  
rubber in London at 7s. per lb., this would  
enable a grower to give his labourers on an  
estate 4s. per lb., and get most of it back in  
the form of (although the merchant would get  
the lion's share). Had rubber only averaged from  
6s. to 7s. per lb. during the past nine months  
the Amazon yield should have equalled the  
present year's total, so that a bit of an under-  
standing may do appear at the present time  
exporters demand, and they only so much per month,  
and I should not be surprised to find the two  
usually lean quarters, April to October of this  
year, compare favourably with the present  
quarter, as far as exports from Para are  
concerned.

I am not going back on any of my former  
assertions with regard to what Brazil can turn  
out in any year, but on dozens of estates by very  
little forcing as much money could be made by  
one year's output at the present high prices as  
would have been made by a grower the price for  
which he would have been prepared to sell his  
estate outright during 1906-7, when rubber was  
a good price, viz.: 4s. 8d. to 5s. 6d. per lb., and  
this after allowing sufficient to pay cost of  
gathering and export duty. My estimate of  
extra tapping and some hundreds of additional  
labourers during end of season and, say,  
1,000,000 scattered trees, should have given  
an extra 5,000 tons, but I cannot account for  
the small returns of the last few months.

It may not be generally known that if a man  
wished to sell some raw rubber, say, a few pounds,  
in London, he could not do so, and if he did it  
would be like selling diamonds in Kimberley.  
No scrap dealer dare buy raw rubber, and if he  
does the seller must give a receipt, take the  
price of scrap, and explain how he came by it,  
no matter what the quality, so you will see the  
ring has got things very fine, and no small deals  
or sales are likely to go through either.

MANUFACTURERS' POSITION.

As I mentioned in my article last September,  
some said it could not be done; others claimed  
they could buy here locally at a fair price. One  
firm stated they had a satisfactory contract.  
Only small firms admitted they were getting  
the worst end of things, but the big ones of  
London, Manchester, Liverpool, Birmingham,  
and Edinburgh all were satisfied, and mentioned  
having their brokers' contracts.

In conclusion, I may say it now appears clear  
that so long as cash can be secured for estates  
outside the Para fields, no money can be put  
into the Amazon or Hevea Estates; but as soon

as the boom is over, and speculators want  
something solid for their money, then a change  
of front will be made.

## MAXIMS OF A MILLIONAIRE.

Mr. John D. Rockefeller, junior, the thirty-  
three-year-old son of the Standard Oil magnate,  
who has decided to devote the rest of his life to  
the management of the Rockefeller Foundation,  
which will give away \$4,000,000 a year to  
charitable and other benevolent work, is a good  
public speaker, and is much given to aphorisms.  
Some of these are as follows:—

Because you are not rich don't be discontent-  
ed with life.  
Don't worship the almighty dollar.

It is character, not money influence, or power,  
that makes a man. Don't strive for wealth.  
The man who lives within his means will  
have little to be afraid of.

The growth of a big business is merely the  
survival of the fittest.  
Do the little every-day duties of life without  
a murmur. Do them well. That is  
success.

There are three chief requisites for a suc-  
cessful business man—absolute honesty,  
industry, and perseverance.

It is no crime to accumulate wealth, pro-  
vided it is obtained by honest and proper  
means. It is a crime to devote it to im-  
proper uses.

The man or corporation who has not deter-  
mined at the outset to do good to others  
while doing good to himself will fail in the  
end.

The man who talks one thing on Sunday  
and lives another on week-days does untold  
injury.

A war may cost many lives, but it is for the  
good of the country at large.

The most successful business man can be  
should be, and are the most successful  
Christian men.

## "SOLIGNUM."

A perfect preservative stain for Wood,  
Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot,  
the ravages of insects and vermin (especially the  
white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT  
IS CLAIMED FOR IT, as may be seen from the  
testimonials of the Governments of India,  
the Sudan, etc.

In Drums and Barrels of Various Colours.  
Prospectus and full particulars from

SIEMSEN & Co.  
(Machinery Dept.), Hongkong.  
Sole Agents.  
Hongkong, 8th December, 1909. [1494]

## HIGH-CLASS PROVISIONS.

THE WELCOME STORE,  
General Storekeepers,  
No. 81, DES VŒUX ROAD, CENTRAL.

DEALERS in Canned Goods of every  
description, from the most famous  
European and American Manufacturers.

Suppliers of all kinds of Provisions to  
Canteens, Clubs, Hotels, Steamers and Families.  
Prices charged exceedingly moderate, and  
orders executed at any time at short notice,  
with most careful attention and promptitude.  
Hongkong, 8th March, 1910. [378]

THE SWATOW DRAWN WORK CO.  
17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of  
Hand-made Drawn Chinese Linen and  
Grass Cloth. All kinds of Silk of best quality,  
Canton Embroidery and Chinese Laces from  
the latest French Patterns.  
Hongkong, 25th December, 1909. [1432]

A LING & CO..  
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS  
STORE.  
Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [1327]

MARTIN'S  
APIOL-STEEL  
PILLS

A French Remedy for all Liver troubles.  
Thoroughly reliable, always cures a lot of  
cases of any kind of Liver trouble. The  
only one of its kind. It is a  
timely dose may be administered. Those  
who are troubled with Liver trouble, should  
use this remedy. All Chemists and Druggists  
throughout the World, or post order to  
MARTIN, Chemist, Southam, Eng.

MARTIN'S  
APIOL-STEEL  
PILLS

AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS.

THORNE'S  
OLD VAT

SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA:  
A. S. WATSON & CO., LTD.

HAMBURG-AMERICA LINE,  
Hongkong Office.  
Hongkong, 5th April, 1910. [499]

# PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by  
the various Governments and Municipalities of Europe; they are redeemable at  
periodical drawings, either with Cash Premiums varying from 240 to 240,000,  
or, at the very least, at their full nominal value.

EASY PAYMENTS.  
We sell these Bonds singly or in combinations of the most advantageous ones,  
payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.  
MELVILLE, GILYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [230]

# COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU  
Its refreshing and exhilarating effects are a revelation  
to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you  
cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is  
prepared in Wincarnis gives a TWO-POWER STANDARD  
that cannot be equalled for giving Strength, Stamina,  
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY  
From any leading Chemist.

MUSTARD & COMPANY.  
Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [257]

## NOTICES TO CONSIGNEES

### "SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.  
FROM HAMBURG, ANTWERP, MID-  
DELBORO, LONDON, COLOMBO  
AND STRAITS.

THE Company's Steamship  
having arrived from the above Port, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at THEIR RISK in  
the Hongkong and Kowloon Wharf and Godown  
Company's hazardous and/or extra hazard-  
ous Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the goods are landed.

Goods not cleared by the 8th inst. at 6 P.M.  
will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

All damaged packages must be left in  
Godown, where they will be examined at  
9.30 A.M. on the 8th inst. No Claims will be  
admitted after goods have left the godown, nor  
will they be recognized if presented after 10  
days of vessel's arrival here. This vessel brings  
on 200 bales woolpulp ex "Theos" from  
Tromsberg.

JARDINE, MATHESON & Co., LTD.,  
Agents.  
Hongkong, 2nd April, 1910. [487]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.  
THE Steamship  
"COELENZ"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and West  
Point Godowns, whence delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all goods remaining  
undelivered after the 11th inst. will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 11th inst. at 9.30 A.M.

All Claims must reach us before the 15th inst.,  
or they will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
undersigned.

NORDDEUTSCHER LLOYD,  
MELBOURNE & Co.,  
General Agents.  
Hongkong, 4th April, 1910. [5]

FROM NEW YORK  
THE H.A.L. Steamship  
"ARAGONIA,"  
Captain Meyer, having arrived, Consignees  
of Cargo are hereby informed that their goods  
are being landed and placed at their risk in the  
hazardous and/or extra-hazardous Godowns of  
the Hongkong and Kowloon Wharf and Godown  
Company, Limited, whence delivery may be  
obtained against Bills-of-Lading countersigned  
by the Undersigned.

Optional Cargo will be carried on unless  
notice to the contrary be given before TO-DAY.  
All Claims must be presented within ten days  
of the vessel's arrival here, after which date  
they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 11th inst. will be subject  
to rent.

All broken, chafed, and damaged Goods must  
be left in the Godowns, where they will be  
examined on the 11th inst. at 3 P.M.

No Fire Insurance will be effected by us in  
any case whatever.

HAMBURG-AMERICA LINE,  
Hongkong Office.  
Hongkong, 5th April, 1910. [499]

KING EDWARD HOTEL.  
Mr. E. Archibut  
Mr. Asano  
Mr. Bava  
Miss Marie Berganoff  
Dr. & Mrs. B. B. Bosch  
Miss Campbell  
Mr. A. Carrice  
Major & Mrs.

## SHIPPING.

**ARRIVALS.**  
**ANGHIN**, German str., 1001, Ctr. Kumpel, 5th April—Bangkok 29th March, Rice and Coal—Butterfield & Swire.  
**CHINHUA**, British str., 1349, A. Harris, 6th April—Shanghai 3rd April, General—Butterfield & Swire.  
**CHITUN**, Chinese str., 1137, Stewart, 6th April—Shanghai 3rd April, General—C. M. S. N. Co.  
**CHOSHUN**, Japanese str., 1301, T. Sato, 6th April—Swatow 5th April, General—Osaka Shosen Kaisha.  
**HAMUN**, British str., 636, J. W. Evans, 6th April—Swatow 5th April, General—Douglas, Leprie & Co.  
**HANOI**, French str., 636, J. Pannier, 6th April—Haiphong, 3rd April, General—A. R. Marty.  
**HOPSON**, British str., 1359, J. M. Hay, 6th April—Bangkok 29th March, Rice—Jardine, Matheson & Co.  
**LOOSAN**, German str., 1020, G. Schultzen, 5th April—Bangkok 26th March, Rice and Wood—Butterfield & Swire.  
**MANILA**, British str., 2500, W. H. E. Maro, 6th April—Yokohama 23rd April, General—P. & O. S. N. Co.  
**NANCHANG**, British str., 1067, R. Robertson, 5th April—Nanchang, Chefoo, Weihaiwei and Tientsin 31st March, General and Salt—Butterfield & Swire.  
**SIMONGAN**, Dutch str., 1202, H. Vos, 6th April—Cherbon 27th March, Sugar—Tuen.  
**TAITATA**, British str., 1459, L. Dawson, 6th April—Australian Ports, General—C. S. N. Co.  
**TSURUGAN**, Japanese str., 2560, 6th April—Moji 1st April, Coal—Mitsui Bussan Kaisha.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
**6th April.**  
**Amyric**, British str., for Moiti.  
**Chinhua**, British str., for Canton.  
**Choyang**, British str., for Shanghai.  
**Hanau**, British str., for Swatow.  
**Manila**, British str., for London.  
**Protea**, Norwegian str., for Swatow.

## DEPARTURES.

**6th April.**  
**ARAGONIA**, German str., for Shanghai.  
**HAUSTEN**, British str., for Australia.  
**KIUKANG**, British str., for Hankow.  
**KLEIST**, German str., for Europe, &c.  
**MATHILDE**, German str., for Haiphong.  
**PIRANAG**, German str., for Swatow.  
**TIBODAS**, Dutch str., for Batavia.

## SHIPPING REPORTS.

The British str. **Chinhua** reports: Strong N.E. monsoon.  
 The British str. **Hanau** reports: Strong N.E. wind, sea and overcast.  
 The British str. **Nanchang** reports: Strong N.E. wind, sea and overcast.  
 The German str. **Anglin** reports: Moderate sea and swell last 2 days, strong N.E. winds, heavy swell and sea.  
 The British str. **Hopson** reports: Fine weather with smooth sea to the 17th Parallel, thence strong monsoon with high sea.  
 The Dutch str. **Simongan** reports: Fine weather up till past Macleodfield banks, after that strong N.E. and E.N.E. wind with N.E. sea and cloudy weather; near Hongkong very cloudy and thick.

## VESSELS IN DOCK.

**KOWLOON DOCK**—San Cheung, H.M.S. Otter, H.M.R.M.S. Patria, H.M.S. Fame, Quinta, Loyal, Taiwan.  
**COSMOPOLITAN DOCK**—Glenogle.  
**TAIKOO DOCK**—Hanyang, Sunghiang.

## VESSELS ON THE BERTH

## FOR WLADIWOSTOCK.

## THE Steamship

**"TUNGUS"**  
 Captain Holmstrom, will be despatched for the above Port TO-MORROW, the 8th April, at 4 P.M.  
 For Freight or Passage, apply to—  
**HAMBURG-AMERICA LINE,**  
 Hongkong Office.  
 Hongkong, 6th April, 1910. [455]

## FOR SAN FRANCISCO.

(Taking through Cargo to Los Angeles.)

## THE Steamship

**"STRATHSPY"**  
 Will be despatched for the above Port on or about FRIDAY, the 9th April.  
 For Freight and Further Particulars, apply to—  
**SHEWAN, TOMES & Co.,**  
 Agents.  
 Hongkong, 4th April, 1910. [430]

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

## THE Steamship

**"ISCHIA"**  
 Captain Belsito, will be despatched as above on TUESDAY, the 12th inst., at Noon.  
 For further particulars regarding Freight and Passage, apply to—  
**CARLOWITZ & Co.,**  
 Agents.  
 Hongkong, 1st April, 1910. [4]

## THE AMERICAN AND ORIENTAL LINE.

For NEW YORK.

(With Liberty to Call at the Malabar Coast.)

## THE Steamship

**"INVERIC"**  
 will be despatched for the above Port on TUESDAY, the 26th April, 1910.  
 For Freight apply to—  
**ARNHOLD, KARBURG & Co.,**  
 General Agents.  
 Hongkong, 15th March, 1910. [409]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Candy	JARDINE, MATHESON & Co., Ltd.	About 6th inst.
LONDON, &c. via USUAL PORTS OF CALL.	OWEN JONES, R.N.R.	Brit. str.	—	G. C. Candy	P. & O. S. N. Co.	On 16th inst., at Noon
LONDON, ROTTERDAM & ANTWERP	Wagner	Ger. str.	k. w.	H. C. Norris	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	Knael	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 22nd inst.
HAYRE & HAMBURG VIA STRAITS, &c.	Girtenbraun	Ger. str.	k. w.	Knael	HAMBURG-AMERICA LINE	On 12th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	Faas	Ger. str.	k. w.	Girtenbraun	HAMBURG-AMERICA LINE	On 26th inst.
COPENHAGEN & BALTIC PORTS	Broo	Den. str.	—	Faas	HAMBURG-AMERICA LINE	On 10th May.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	Doinat	Fre. str.	—	Broo	MELCHERS & Co.	End of May.
MARSEILLES, &c. via PORTS OF CALL.	P. E. (Cope)	Jap. str.	—	Doinat	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	T. L. Harrison	Jap. str.	k. w.	P. E. (Cope)	HAMBURG-AMERICA LINE	On 13th inst., at 1 P.M.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	Raich	Jap. str.	—	T. L. Harrison	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	J. Boyd	Jap. str.	—	Raich	NIPPON YUSEN KAISHA	On 11th May, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	K. Kawara	Jap. str.	—	J. Boyd	MELCHERS & Co.	About first half of May.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	K. Sato	Jap. str.	—	K. Kawara	SANDER, WIELER & Co.	On 26th inst.
MARSEILLES, COPENHAGEN & BALTIC PORTS	T. Saito	Jap. str.	—	K. Sato	ARNHOLD, KARBURG & Co.	On 12th inst.
TRIESTE, &c. via SINGAPORE, &c.	T. Sakino	Jap. str.	—	T. Saito	SHEWAN, TOMES & Co.	About 6th inst.
NEW YORK	H. Dawson	Am. str.	—	T. Sakino	DODWELL & Co., Ltd.	On 12th inst.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	H. Dawson	DODWELL & Co., Ltd.	On 12th inst.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	M. Yagi	DODWELL & Co., Ltd.	About 8th inst.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	N. Yagi	DODWELL & Co., Ltd.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
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NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—	N. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	H. Dawson	Am. str.	—	H. Dawson	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	M. Yagi	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	To-day.
NEW YORK & BOSTON	N. Yagi	Am. str.	—</			

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI MOJI, KOBE, NORE and YOKOHAMA	DELTA	About 8th April	Freight and Passage.
SHANGHAI	DELTA	About 14th April	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE	Noon, 16th April	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 6th April, 1910.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 7th April, 4 p.m.
NINGPO and SHANGHAI	"LIANGCHOW"	On 8th April, 4 p.m.
SHANGHAI	"CHINHUA"	On 10th April, 4 p.m.
CEBU & ILOILO	"SUNGKIANG"	On 11th April, 4 p.m.
MANILA	"TEAN"	On 12th April, 3 p.m.
TSINGTAU, WEIHAIWEI, CHEFOO & NEWCHWANG	"NANCHANG"	On 12th April, 3 p.m.
TIENSIN	"HUICHOW"	On 12th April, 4 p.m.
SHANGHAI	"CHENAN"	On 14th April, 4 p.m.
SHANGHAI	"LINAN"	On 17th April, 4 p.m.
MANILA	"TAMING"	On 21st April, 3 p.m.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 21st April, 4 p.m.

## DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai and other ports every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

HONGKONG, 7th April, 1910

BUTTERFIELD &amp; SWIRE,

AGENTS.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOYHANG"	Friday, 8th April, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 8th April, Noon.
MANILA	"TUENSANG"	Friday, 8th April, 4 p.m.
SHANGHAI	"KONGSANG"	Sunday, 10th April, 4 p.m.
MANILA	"LOONGSANG"	Friday, 15th April, 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 27th April, Noon.

## RETURN TOURS TO JAPAN.

### OCCUPYING 24 DAYS

The Steamers "KUTSANG," "NAMKANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to—

HONGKONG, 7th April, 1910.

JARDINE, MATHESON &amp; CO., LTD.,

GENERAL MANAGERS.

# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN," Capt. Evans	SWATOW	THURSDAY, 7th April, at 10 A.M.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY and FOCHOW.	FRIDAY, 8th April, at 10 A.M.
"HAIHING," Capt. W. C. Passmore	SWATOW, AMOY and FOCHOW.	TUESDAY, 12th April, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 6th April, 1910.

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	Middle of April.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	End of April.
SEBASTOPOL, COPENHAGEN and BALTIC PORTS	"CATHAY"	About first half of May.
COPENHAGEN and BALTIC PORTS	"TRANQUEBAR"	End of May.

For Further Particulars apply to

HONGKONG, 2nd April, 1910.

MELOHERS &amp; CO.,

AGENTS.

# HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### HOMEWARD.

OUTWARD.	FOR	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES & HAMBURG:	S.S. SFEZIA	12th April.
S.S. ANDALUSIA	FOR HAVRE & HAMBURG:	S.S. LIBERIA	12th April.
S.S. SILESIA	FOR ROTTERDAM & HAMBURG:	S.S. C. FERD. LAEISZ	22nd April.
S.S. SENEGAMBIA	FOR MARSEILLES, ROTTERDAM & HAMBURG:	S.S. AMERICA	26th April.
S.S. SUEVIA	FOR HAVRE & HAMBURG:	S.S. ALESIA	26th April.
	FOR HAVRE & HAMBURG:	S.S. ANDALUSIA	10th May.

Further Particulars, apply to—

HONGKONG, 5th April, 1910.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

STEAMERS	TONS	SAILING DATES.
S.S. BUJO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000 "	" June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUJO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	MIYAZAKI MARU Capt. T. Mura	9,000	WED'DAY, 15th April, at Daylight.
	KITANO MARU Capt. F. E. Cope	9,000	WED'DAY, 27th April, at Daylight.
	IYO MARU Capt. T. L. Harrison	7,000	WED'DAY, 11th May, at Daylight.

VICTORIA B.C. & SEATTLE

INABA MARU Capt. K. Kawan	7,000	TUESDAY, 26th April, at Noon.
TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 24th May, at Noon.
YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 15th April, at Noon.
NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 13th May, at Noon.

SHANGHAI and KOBE

BOMBAY MARU Capt. Toranaka	5,000	TUESDAY, 12th April.
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NAGASAKI, KOBE and YOKOHAMA

NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 13th April, at Noon.
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KOBE and YOKOHAMA

HIRANO MARU Capt. H. Fraser	9,000	THURSDAY, 14th April, at Noon.
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BOMBAY, SINGAPORE and COLOMBO

HAKATA MARU Capt. J. Dring	7,000	TUESDAY, 19th April.
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† Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

Hongkong, 6th April, 1910.

T. KUSUMOTO,

MANAGER.

# CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 9th April, Noon.
RUBI	2540	A. Fraser	Manila	On 16th April, Noon.

For Freight or Passage apply to  
HONGKONG, 4th April, 1910.

SHEWAN, TOMES & Co.,  
General Managers.

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SEBASTIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East—  
15, DES VOGES ROAD,  
HONGKONG.

Japan Office:  
14, WATER STREET  
YOKOHAMA.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA VIA MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 20th April, at Noon.
	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 16th May, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention given towards Express connections.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	SATURDAY, 9th April, at 8 A.M.
TAMSUI VIA SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	TUESDAY, 12th April, at 10 A.M.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 13th April, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER.

6771

## INSURANCE

### NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £19,124,310.

I. Authorized Capital	£5,000,000
Subscribed Capital	3,275,000
Paid-up Capital	1,212,500 0 0
II. Fire Funds	3,204,755 7 10

The Underwritten, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 15th January, 1909.

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." A.I. A.B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3. Extreme Length... 722 feet. Length on Blocks... 714 " Width of Entrance on Top... 964 " Width of Entrance on Bottom... 884 " Water on Blocks at Spring Tide 342 "

DOCK No. 1. Extreme Length... 625 feet. Length on Blocks... 513 " Width of Entrance on Top... 88 " Width of Entrance on Bottom... 77 " Water on Blocks at Spring Tide 62 "

DOCK No. 2. Extreme Length... 371 feet. Length on Blocks... 350 " Width of Entrance on Top... 66 " Width of Entrance on Bottom... 53 " Water on Blocks at Spring Tide 22 "

PATENT SLIP. Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand. THE COMPANY has the powerful steamer "OUBA-MARU" 712 tons, 10 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

[805]

Cutler, Palmer &amp; Co.'s

SPECIAL BLEND WHISKY.

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## SHIPPING IN PORT.

STEAMERS.

ANNU, British str., 1,325, J. B. Harris, 3rd April—Shanghai 31st March, General—Butterfield & Swire.

AYMER, British str., 2,383, Boyd, 2nd April—Manila 30th March, General—Doddwell & Co.

BARTON, British str., 2,408, W. J. Thompson, 3rd April—Moji 25th March, Coal—Mitsui Bussan Kaisha.

CHOWSA, British str., 1,424, M. Courtney, 4th April—Shanghai 23rd Mar. via Swatow 3rd April, General—Jardine, Matheson & Co.

EMPEROR OF CHINA, British str., 5,947, R. Archibald, R.N.E., 2nd April—Vancouver 11th March, General—C. F. R. & Co.

GERMANIA, German str., 600, C. Jensen, 22nd March—South Sea via Sydney 27th Jap., Copra—Simonsen & Co.

GLENFAR, British str., 2,053, W. Hartnell, 3rd April—Shanghai 31st March—Shewan, Tomes & Co.

GLENGOLD, British str., 2,498, Eadla, 5th April—Singapore 31st March, General—Chinese.

HANGSANG, British str., 1,356, S. Wilds, 30th March—Shanghai 23rd and Swatow 29th March, General—Jardine, Matheson & Co.

HILARY, German str., 1,226, R. Hasgo, 31st March—Macassar 22nd March, Sugar and General—Java-China-Japan Line.

HUNAN, British str., 1,143, W. Benson, 21st March—Wuhu and Chinkiang 15th Mar. General—Butterfield & Swire.

KIANG CHING, Chinese str., 1,002, A. F. Brissander, 4th April—Chinkiang 31st March, General—Tung Lee.

KUMSANG, British str., 2,078, W. G. G. Loack, 31st March—Calcutta, Penang and Singapore 25th March, General—Jardine, Matheson & Co.

LIANGCHOW, British str., 1,215, H. Harden, 3rd April—Tientsin, Chefoo and Tientsin 29th March, General—Butterfield &

